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SUPPLEMENT TO
REPORT NO.

50X1

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1. In 1943 Ordzhonikidze had a population of approximately 180,000 persons. The ethnic distribution was 72% Russian, 10% Jewish, 5% Ukrainian, 5% Polish, and the remainder were French, Belgian, German, Turks, Armenians, Georgians, Belorussians, Wallachians, and Gypsies.
2. Prior to 1930 Ordzhonikidze had a Jewish Synagogue, a Russian Orthodox Church, a Catholic Church, and Baptist (Protestant Christian) Church. There were also Mohammedans but they had no mosque.
3. Ordzhonikidze had one state operated railroad station. It was solidly constructed of polished sandstone with windows encircled with red-burnt brick. The passenger exit to the platform was located in the center of the station. To the right and left of the station, as well as to the rear, there were small lawns with poplar trees at the lawn edges. The freight section, constructed of white brick, was located five to six meters east of the station. An additional freight station was located in the yards of the metallurgical plant. Railroad police, which were part of the NKVD frontier guard, were located at every station. The police headquarters in Ordzhonikidze was located adjacent to the railroad officials office.
4. Ordzhonikidze had two streetcar lines. One ran from Krasnyy Gorodok into town and was called "Krasnyy Gorodok". The other line ran from town to the Verovka Mine and to the stadium and was called "Shakhta". In general the cars resembled US streetcars and buses except in the yellow color, which had a greater mixture of red in it. The entire car, or bus, was one color.

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-2-

50X1

Electric current was supplied to the streetcar through a bow collector in the shape of an arc or a diamond. The windows were plain; there were no additional small panes above the windows as in the US. Near the ceiling of each car there was a circular opening covered with netting for the exhaust of stale air from the inside. The seats were plain and not concave. Standing passengers held onto loops or a belt constructed out of webbing. In cases of rush traffic, additional cars were attached to each streetcar. Streetcars had controls at each end so that they did not have to turn around. The cars were not brightly lit. Many were still in use in which the passengers sat opposite each other on long wood benches. The usual fare was 20 kopeks per ride. Students and war invalids rode for 10 kopeks; militiamen and soldiers, in uniform, rode without charge. Payment was made to the conductor.

5. There were no taxicabs in Ordzhonikidze. Instead horse drawn vehicles were used, phaeton cabs with one or two horses for one or two passengers respectively. One horse drawn vehicle called Droshky had seats for three astride a long padded seat. Gigs were two seaters. The phaeton and gig had semicircular seats. They were also fitted with mud guards. Carts, cabriolets, as well as various types of brichka that were used for various types of freight, were also horse drawn. There were very few trucks or automobiles. In later years 1½-ton Ford and 3 and 5-ton Zis trucks were introduced. The few automobiles that were available were reserved for certain doctors, government officials, and engineers. They rode free of charge. However, in spite of the fact that tipping was forbidden, drivers were given 3, 5 and 10 rubles depending on the passengers. Drivers who refused money were given food and drink.
6. Ordzhonikidze had three oblast agencies. They were the Workers and Peasants Board of Inspection, the Educational Workers Trade Union, and the Committee for the Protection of Labor. The rayon headquarters of the MVD was located on the market square. It was housed in a tall brick building that formerly housed the fire department. The top of the building had a tower shaped like an arrow. The building was on a hill approximately 25 meters in height and therefore dominated the entire town.
7. The rayon militia, RIKM (Workers and Peasants Red Militia) was located at #1 at the Square. The building was constructed of brick and contained the main office at the very corner and the barracks at the rear. Jail cells were adjacent to the office along Zavodskaya Street. The court house was located on Autobus Square.
8. There was one general clinical hospital in Ordzhonikidze that was accessible to all sick people in the entire rayon. Persons suffering from rheumatic fever were sometimes sent to sulphuric bathhouses, and victims of malaria were usually sent to special rest homes. State insurance, that provided for all treatment excluding medicine, was available to all employed persons and their families. After 1937 the rules for release from work because of illness became very strict. Doctors were assigned for duty at all public health dispensaries during working hours and for visits to the homes. The only epidemic occurring in the city since 1941 was meningitis which was confined mostly to school children. The dead were disposed of by burial. There were Catholic, Russian Orthodox, and Jewish cemeteries located at the edge of town.
9. During World War II prisoners with professional background such as doctors, engineers, and teachers who had been sentenced to hard labor but suffered from illnesses were released. Those imprisoned for minor political crimes were sent to the fighting front. The prisoners who openly expressed discontent with the governmental system were tried under war-time laws and were also usually sent to the front lines. There were no prison camps in the locality. From July to October 1941 a few Italians were housed in the vicinity but shortly thereafter they were removed.

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- 3 -

10. Ordzhonikidze was patrolled by militia. During peacetime a person could ride or walk any time of day or night unless he came upon a member of the NKVD. He would then be detailed "for explanations". During World War II, a person was forbidden to walk freely after 9:00 PM unless he had a special pass. The pass had to be produced upon demand anytime and anywhere in town. It was shown not only to the militia but also to any of the many other patrols and members of the NKVD. The pass showed where the bearer worked and resided and why he was out on the streets, if not employed.
11. There were two newspapers printed in Ordzhonikidze daily. They were the "Ordzhenekidzenskiy Rabochiy" (Ordzhonikidze Worker) and the "Metallist". The editorial staff were all Communists and nothing was printed without their approval.
12. All steel manufacturing and fabricating enterprises of the city were under the trust "Ferrous Metallurgy" of the People's Commissariat for Heavy Industry. The Coke and Benzol industries were under the People's Commissariat for Fuel Industry. Furniture and domestic appliance manufacturers were under the Commissariat for Light Industry. Food processors were under the Commissariat of Public Nutrition and communications under the Commissariat for Post, Telegraph, and Radio.

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